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First Warship Visited Here 49 Years Ago

**William Jarrett, Waterfront
Kamaaina, Relates Story
of Interesting Event**

According to William Jarrett, the well-known waterfront kamaaina, Saturday was the 49th anniversary of the first visit to Honolulu of an iron clad battleship.

This vessel was the British man-of-war Galatea, which arrived on July 21, 1868, from Pepee, Tahiti. Jarrett has given the Star-Bulletin the following account of the battleship's visit.

Forty-nine years ago, July 21, 1868, the arrival of the Galatea at the world arrived at Honolulu from Pepee, Tahiti. The Galatea was 7000 tons displacement, 500 horsepower, 12 inch armor, carried 12 Voolwicks 13000 gun. And she was the only ship which was a board was the Duke of Edinburgh and Lord Charles Beresford. King Kamehameha sent his chamberlain, Mr. Frederickson, to visit the Duke. When he got there they asked him who he was and what he wanted. He said he was a European and that he had been sent out by the King. They said that they did not come to see any white man, because they had any number of them on board, but wanted to see a Hawaiian.

Frederickson returned to the King and told him that he had been refused by the Duke and that they did not care to see him, only a Hawaiian. King Kamehameha called all the Hawaiian princes to meet together. He then appointed Prince David Kalakaua to call upon the Duke. When he went out to the Galatea, they asked him who he was. He said he was a native of the country, a Hawaiian. "Come on board," was the answer he received. He was then introduced to the Duke.

"The Duke was surprised to hear a man speak so well, the English language, in the last kingdom in the western hemisphere. Kalakaua returned to the King and told him that he had met the Duke and he would be landing the next day at 10 o'clock. Kamehameha sent his home guards, Huhu Manu Co., and artillery to meet the Duke at the front of Queen street boat landing. From there they marched to the palace. Kamehameha gave his residence 'Pakane' to the Duke while he was here. Pakane was changed to Edinburgh Residence lot and street until today.

"The Duke asked the King that he wanted to see a luau. So the King called all the high chiefs to wear all their feather cloaks, lei and Pau's. This was a private luau, only the arrivals, chief Duke and Lord Charles Beresford were allowed. It was given at Kamehameha residence, at the seaside at Waikiki. They were well guarded by the King's soldiers. There's only two persons living today who attended that great luau of Kamehameha, and that is Queen Li-huokalani and Lord Charles Beresford of England.

"Eleven years after David Kalakaua

DUST, HEAT, FLIES MAKE FIGHTING IN MESOPOTAMIA BAD

(By Associated Press)

MELBOURNE, Australia, July 19.—Hardships and discomforts of the British campaigns in Palestine and Mesopotamia are the themes of many letters written by Australian soldiers serving under the commands of Gen. Sir Archibald Murray in Palestine or Maj. Gen. Allenby in Mesopotamia.

If you want to see a mule you ought to see a camel convoy under shell fire," writes one man from the vicinity of Gaza in southern Palestine. "The natives who load the camels run away at the first shot and then the white men try to induce, by all the profanity they can muster, those camels to hurry out of range or under the cover of a hill. All the time good lives are being lost trying to save the camels which perhaps has the water supply for thousands of men in the front line."

Dust, heat and flies are the three worst plagues of Mesopotamia from the soldier's standpoint, writes one of the privates who suffered from them. "To you," he adds, "the flies would be quite inconceivable. They settle in great clusters on everything. Some of them can sting and bite severely. With the coming of nightfall the ordinary flies disappear and the mosquitoes and sandflies take their place. The sandfly is an insidious plague. You have to wear a very fine suffocating mesh on your face and at night you must spread this and over your face to get any peace. The temperature goes up from 110 to 112 degrees in the shade. The morning's work being done you lie in your tent with the flap up. You almost gasp for breath. Anxiously you await the going down of the sun. You wear a toupie or a wet towel on your head. One very rarely wears much clothing and you lead the simple life. The heat takes all pride from you. You're just bathed in dust and sweat.

"You can get sunstroke through the small of your back. The hot wind, bad as it is, is better than the complete stillness, although it bounces off the earth flinging sand and dust all over you. You eat sand and breathe it; you lie down in it; it's in your mouth, eyes, ears and clothes. These things leave Mesopotamia burnt into your memory forever."

CHINESE WILL DISTRIBUTE LITERATURE ABOUT HAWAII

Apaui Kau, the Chinese baseball player who is now in Philadelphia, has written to A. P. Taylor, secretary of the Hawaii Promotion committee stating that he would be pleased to distribute literature of the islands to the Chinese people. He has charge of the sporting goods department of 'Lift Bros. and receives many calls for information on Hawaii.

ma met the Duke's mother, Queen Victoria in Berenham's palace. She also was surprised to hear him speak the English language so well. Kamehameha, the father of the world's champion swimmer, was born that day, and he was named after the arrival of the Duke of Edinburgh by Princess Pauahi Bishop and King Kamehameha V. They stayed here for two weeks, and then sailed for the Orient.

RENT DRIVERS MADE TOE MARK BY HARBOR OFFICERS AT WHARVES

They have to "toe the mark" now—literally. Which means that Harbor Officers Santos, Cummins and Calvert have painted white lines at the entrance and exit to Alahea wharf, the Mauna Kea wharf and Pier 15.

Woe be to the unlucky automobile driver or hackman who stands over the lines while soliciting business. Pillkia will fall upon him without delay and in large quantities. Complaints have recently come to the harbor board that rent drivers, taxi men and hack drivers were becoming much too importunate and were annoying passengers by their strong-arm methods of soliciting business. Hence the painting in of the "deadline" again and stricter enforcement of the regulations governing auto and baggage men.

BARKENTINE BENICIA COMING FROM SOUND WITH LUMBER CARGO

After a delay of more than a week caused by the scarcity of sailors around Puget Sound, the barkentine Benicia, commanded by Capt. Amesen, is en route from a Puget Sound port to Hawaii. The windjammer is loaded with fir and pine for island ports. Conditions along the north coast waterfronts are said to be serious in regard to the securing of hands for sailing ships, although the skippers of steam and motor boats seem to have little difficulty in rounding up crews.

The Benicia has been recently purchased by H. G. Seaborn, of Seattle. She was formerly owned by the J. K. Moore Co., of San Francisco.

TO AWAIT CONFERENCE ON LAND DISPOSITION

Until Governor Pinkham has conferred with Land Commissioner B. G. Rivenburgh, and the result of the conference is known, the board of industrial schools will take no action on two offers, one by the Hawaii Preserving Co. and the other by a Japanese planter, to plant pineapples about 400 acres of land now under the control of the boys' industrial school.

A meeting of the public utility commission will be held today to consider the report of the Hawaiian Electric company on the death of one of its employees at Schofield. The man was killed by a high tension wire with which he came in contact while

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Along the Waterfront

WILHELMINA HAS PLEASANT TRIP FOR 182 ORPHANS

Bringing 73 cabin and six steerage passengers to Honolulu, the Matson liner, Wilhelmina, Capt. F. M. Edwards, arrived this morning from San Francisco, after a pleasant voyage and docked at Pier 15.

Her inward cargo was heavy, 560 tons for Honolulu and 621 for Kahului. She brought 69 bags of mail and 65 packages of express matter.

Captain Edwards says the commanding situation is still up in the air, and no one knows when the Matson steamers are going to be taken over by the government for war purposes.

Dakota is Commanded
News came to San Francisco, however, just before the Wilhelmina sailed, that the American Hawaiian freighter Dakota had been commandeered in New York harbor after she had finished loading a cargo for South American ports. The government took over the steamer and made the company unload her cargo and prepare the vessel to load a government cargo. She was still unloading in New York the cargo she was to have taken to South America when the Wilhelmina sailed.

Officers of the Wilhelmina said the ex-German steamer Serapis has been chartered by the Inter-Island for two voyages, to bring cargoes of bunker coal here, probably from the British Columbia fields at Comox and Nanaimo.

PASSENGERS ARRIVED

Per I. I. steamer Mauna Kea today from Honolulu and way points: From Hilo, C. F. Drake, Ed. Lott, J. E. Bush, S. C. Chitt, Chew H. C. F. Lee, Mr. and Mrs. Trueblood, F. E. Haley, wife and three children and servant, J. B. Corcoran, S. Frank, H. F. Victor, Miss Weigand, Miss Deane, Miss Draberg, Miss Smith, Miss Lawrence, Miss Peterson, Mrs. George Richardson, Miss Walker, R. Ivers, W. J. Pearson, H. E. Stafford, Miss H. Ford, Miss E. Harding, Mrs. Weggin, Miss Young, Miss Ziegler, Miss Stoner, Miss Cox, Miss Lowe, R. Cotton, Adam A. Baker, Miss Whitley, R. Whalley, H. Forrest, R. R. Yeomans, F. W. Hammond, K. W. Alford, D. C. Alford, Dr. Ayen, Mrs. and Master Wilcox, Mrs. Wedmore, Mrs. and Mrs. Christensen and two children, Mrs. and Miss Akanaale, Mrs. Hiram, Mrs. Timmerman and infant, Mrs. Sing, Master Sing, Y. Hata, Tokofuji Yamanaga, C. R. Bell and wife, Miss Stone, L. W. De Vis Norton, Rev. Cunningham, Sid Spitzer, A. O. Miller and wife, Mrs. and Miss Forbes, Mrs. Thrum, Miss Rogers, Mrs. and Master Dranga, Mrs. and Miss Hurst, A. F. Cooke, Mrs. Bains, Mrs. and Miss Ginnoux, Mrs. Kearney, Mrs. Gordon, Misses Carter (two), Miss Yonemitsu, S. Wile, R. L. Hays, Miss J. A. Sander, Mrs. Desha and infant, Miss Desha, Miss Akaukau, Dr. and Mrs. Lawson, Mrs. Heins and two children, G. G. Souerby and wife, Mrs. and Miss Ludloff, Rev. George, Miss Fetter, Miss Kahawai, Mrs. Kahawai, E. C. Roberts, Master Medeiros, Mrs. Medeiros, Mrs. Da Silva, C. Keanahou, Nakamoto, M. Hiram, Dr. Wood, E. Wood, Mrs. Kappo.

HARBOR NOTES

Next mail from San Francisco will arrive in a Japanese liner, probably tomorrow morning.

The Associated Oil ship Falls of Clyde and the schooner Blakely sailed yesterday from the coast for Honolulu.

Next mail for San Francisco will close at 10:30 tomorrow morning at the postoffice and will leave at noon in the Matson liner Matsonia, from Pier 15.

Freight brought in by the Mauna Kea this morning included four autos one motorcycle, 30 sacks of cabbage, 19 cases of fruit, 800 bags of sugar and 250 packages of sundries.

How taking off the Matsonia from the Hilo run has helped the Inter-Island's passenger business was shown this morning when the Mauna Kea arrived. She brought 151 cabin passengers alone, and 88 deck. Many of the cabin passengers will leave for San Francisco tomorrow on the Matsonia.

Sugar awaiting shipment at Hawaii port was reported today by Purser T. Stratton of the Inter-Island flag-ship Mauna Kea to be as follows: by plantations and bags: Ola, 67,004; Waialea, 30,000; Hawaii Mill, no report; Hilo Sugar Co., 18,000; Onomea, 29,300; Pepee, 26,700; Honoumou, 23,000; Hakala, 35,700; Laupahoehoe, 45,011; Kailiki, 32,783; Kukaia, 20,577; Hamakua Mill, 35,174; Pauha, 13,878; Honokaa, 32,000; Puna, 64,950; Honuapo, 1,700.

The armed British merchant cruiser "Avenger," which was sunk in the North Sea recently, was the steamer "Aotea," built on the Clyde for the Union Steamship Co. of New Zealand. The "Aotea" was built for the Victoria-New Zealand service with the steamers "Niagara" and "Makura." The "Aotea" was of 16,000 tons gross, larger than the "Niagara," was nearly completed at the beginning of the war and was taken over by the British admiralty.—Shipping Illustrated.

PASSENGERS BOOKED

Per Inter-Island steamer Kinai, for Kauai ports, July 24: Mr. and Mrs. Chas. I. Sauer, W. A. Louissou, Mr. and Mrs. Z. K. Myers, Mr. Cleag, Mr. Kirsten, Mr. Sweney, Mrs. E. P. Macomber and infant, Miss H. Makanaona, Mrs. W. Werner, Miss S. Werner, Miss C. Werner, K. Toma, Mrs. M. Reis, Miss B. Muller, Miss A. Reis, Geo. Ah Boo, E. Aoe Yuen, Master Ah Boo, H. A. Moler, Father Celestin, G. K. Harrison, Master Cooley, Mrs. A. E. Cooley, A. Robinson, A. P. Robinson, Miss T. Schlenmer, H. Willgeroth and wife.

Per Inter-Island steamer Mikahala, for Maui, Molokai and Lanai, July 24: Miss Waterhouse, Miss P. Waterhouse, Miss E. Waterhouse, Mr. and Mrs. A. Lewis, Miss Pupihua, Mrs. Nakeuina, Mrs. Lewis and 3 children, Miss E. Kupehela, Master Kupehela, Mrs. Clinton, Miss Rose Rowan, Father Thomas, Master Trotter, Dr. P. E. Trotter, Mrs. John Makahi and

With funds for the support of 225 French war orphans already doing their good work, Mrs. A. G. Hodgins, who is in charge of the local committee, is appealing to the people of Honolulu to subscribe further support for 182 names which she still has on her list. A double list of names was sent to Hawaii by some error of the central committee, but rather than send them back, an attempt is being made to find support for this surplus.

Ten cents a day is what it costs to support a war orphan. Those who are giving support to the first 500 are individuals for the most part. Men in the army have contributed very liberally, but clubs and fraternal organizations have not come forward very generously as yet, she says.

In a letter from Mme. Vve. Gruber the appreciation of French mothers for the work done for the orphans, is expressed. "How much has come to us from America since the beginning of the war! Wherever pain was to be relieved, there Americans will be found, and every kind of help has been given us by them. How can we ever be thankful enough for such generosity," writes the mother.

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CAHU RAILWAY TIME TABLE

OUTWARD
For Waianae, Waimua, Kahuku and Way Stations—9:15 a.m., 9:30 p.m.
For Pearl City, Ewa Mill and Way Stations—7:30 a.m., 9:15 a.m., 11:30 a.m., 2:15 p.m., 3:20 p.m., 5:15 p.m., 7:30 p.m., 11:15 p.m.
For Wahiawa and Lihalehua—11:02 a.m., 2:40 p.m., 5:00 p.m., 11:30 p.m.
For Lihalehua—16:00 a.m.

INWARD
Arrive Honolulu from Kahuku, Wahiawa and Waiwae—8:36 a.m., 5:30 p.m.
Arrive Honolulu from Ewa Mill and Pearl City—7:45 a.m., 9:36 a.m., 11:02 a.m., 1:33 p.m., 4:24 p.m., 5:30 p.m., 7:28 p.m.
Arrive Honolulu from Wahiawa and Lihalehua—9:15 a.m., 1:52 p.m., 3:59 p.m., 7:13 p.m.

The Haleiwa Limited, a two-hour train (only first-class tickets honored), leaves Honolulu every Sunday at 8:30 a.m. for Haleiwa Hotel; returning arrives in Honolulu at 10:10 p.m. The Limited stops only at Pearl City, Ewa Mill and Waiwae.
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TIDES, SUN AND MOON.											
Date—	High Tide	Low Tide	High Tide	Low Tide	Sun Rises	Sun Sets	Moon Rises	Moon Sets			
	P.M.	P.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.			
July 23	6:15	1:13	6:43	0:48	11:55	5:31	6:41	9:36			
" 24	6:40	1:11	7:40	1:14	12:55	5:32	6:40	10:10			
" 25	8:44	1:11	7:07	1:40	2:23	5:32	6:40	10:45			
" 26	9:52	1:13	7:42	2:12	4:35	5:32	6:38	11:21			
" 27	10:57	1:15	8:43	2:52	6:46	5:32	6:39				
" 28	11:55	1:17	10:34	3:45	7:52	6:33	6:38				

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